

The Harlan Company and received pay for. The English bond gave Mr. S. a credit on the purchase, upon condition that the Harlan Company guaranteed his acceptance. Mr. Schuyler accordingly furnished them with his document, duly signed by the Secretary and President of the Road, purporting to be a copy of a resolution of the Board guaranteeing the purchase money, which resulted in the Board never hearing of. Two of the notes were duly paid by Schuyler, but the third fell due last Saturday, and was then dishonored. The pretended guarantee was then forwarded by the holder of the note, and the exposure of this fraud was made.

In regard to the whereabouts of Mr. Schuyler, there is much doubt felt. Mr. George Schuyler is understood to have said that his brother has left town, and a gentleman who lives near Mr. Rohrt Schuyler's reports that he saw him driven away from his house on Wednesday morning early in a hack. On the contrary, Mrs. Schuyler wrote a note to-day to a member of the Harlan direction, stating that her husband was too ill to leave his bed, or to see any one on business. The almost universal impression is that he has gone to Canada.

The Directors of the New-Haven Road are engaged in a thorough examination of the affairs of that Corporation from the commencement of the enterprise, and when completed, they will probably publish a full report of its condition. They have advertised for stockholders to send in the number of shares, and the number of the certificates held by each, in order to facilitate the examination. They think, however, that the worst is already known.

It is very evident that before public confidence can be fully restored there must be some system of checks organized, under which such frauds as the last few days have exposed will be once impossible. Such a system can doubtless be devised, and included must be a more frequent and careful supervision of the accounts of the various corporations by Committees of the Directors. Had the Directors of the Harlan and New-Haven Companies made a careful weekly examination of the transfer book and certificate book and stock ledgers of those Roads, the frauds of Messrs. Schuyler and Kyle would have been rendered impossible. The first offense would have been at once discovered. It is all important that the officers of corporations should feel that their acts are closely scanned, and that it is impossible that fraud can escape, early detection. Whatever system of checks may be adopted we should consider it incomplete unless it included a strict and frequent investigation by a Committee of the Directors.

The system adopted by Messrs. Duncan, Sherman & Co. as transfer agents of the New-York Central Road appears to be calculated to render illegal issues almost impossible. The certificates issuing from the New-York office are signed at Albany by the President and Treasurer of the Company, and are then, when issued here, countersigned by Messrs. Duncan, Sherman & Co. and their transfer clerk, Mr. Bell. Previous to counterstamping any new certificates, Mr. Duncan or Mr. Sherman has placed before him, recorded in a book, a list of the canceled certificates, and opposite the list of the new certificates, and under the list of new certificates the balances, if any, of the old certificates standing to the credit of the surrendering parties. These two columns must of course balance. Both the old and new certificates themselves accompany the record, and are all compared with the record and checked with the initial of the member of the house examining. If found correct, the new certificates are countersigned by the house and afterward by Mr. Bell. The balances of the old certificates, if any, are carried forward to the next day, and this carrying forward is also closely examined every morning. A record of all transfers is forwarded to the Albany office. This system for a transfer office appears to be as nearly perfect as the nature of the operation will allow.

The heavy decline in the market value of Stocks and other securities has caused the suspension to-day of Messrs. Blatchford & Rainford, and Messrs. Wm. Burrows & Son. The former house has been largely connected with the Harlan Co. and Mr. Schuyler, and have been embarrassed by the events of the last few days. The heavy fall in Erie we understand to have been the cause of the suspension of Messrs. Burrows & Son.

The seven million draft has not yet been presented at the Sub-Treasury by Gen. Almonte, but an application was made to Mr. Cisco to know if he would pay a portion of it and endorse the payment on the draft. This he declined, but offered to pay the whole draft and allow any portion of the money to remain in the Sub-Treasury vault, to be taken away as wanted. Several leading houses in the street were applied to to-day to know if they would take portions of the money on loan at five days' call, with the probability of keeping it some thirty or forty days or perhaps even longer. From this it would appear that it is intended to remit the portion going to England quite gradually.

The steamer of to-morrow has \$800,000 in gold bars on board.

The House of Representatives to-day concurred in the amendment to the General Appropriation bill appropriating \$530,000 for the purchase of the Assay Office building at New-York, on condition that the Government shall be exempt from taxation thereon. No portion of the money is to be expended unless the Secretary of the Treasury shall get rid of the present lease, and he is required to report the result of the negotiations at the next session of Congress.

The City Controller announces that the interest on the city bonds on the 1st of August, will be paid on that day, by F. W. Edmonds, Esq., City Chamberlain, at the Mechanics Bank.

The Clearing House Exchanges were \$18,668,000.

The Michigan Central Railroad Company have elected their Board of Directors for the ensuing year, as follows: J. M. Forbes Boston; D. W. Williamson, J. C. Green, New-York; Ernest Corning, Albany; R. B. Forbes, G. P. Upton, J. E. Thayer, Boston; Eliza Farnsworth, J. W. Brooks, Detroit. The following gentlemen were elected officers of the Board for the ensuing year: J. W. Forbes, President; J. W. Brooks, Vice-President; Isaac Livermore, Boston, Treasurer.

The Chamber of Commerce on Thursday had under consideration the illegal and unauthorized issue of certificates of the New-York and New-Haven Railroad Stock. To prevent a recurrence of similar frauds, it was suggested by Mr. Barstow that a general transfer office should be established for the purpose of transferring stocks, but no decisive action was taken upon that subject.

The papers by the Americans are at hand. The closing price of Consols was 93½, the market during the week having ranged from 91½ to 94.

The following table will show the fluctuations in Consols during the present week:

Mon.	Tue.	Wed.	Thur.	Fri.
91 15	91 17	91 18	91 19	91 20
91 19	91 20	91 21	91 22	91 23
91 22	91 23	91 24	91 25	91 26
91 23	91 24	91 25	91 26	91 27

Foreign Securities had exhibited a firm and steady feeling, with a tendency generally to further improvement, but the operations had not been extensive.

Money in the Stock Exchange was demand, and commanded a high rate of interest; but "out of doors," though more in request than in the first portion of the week, good bills with short dates were readily discounted at the Bank charge, viz: 5½ per cent. The payment of half a million sterling on the new issue of Exchequer bills assisted the stringency. Further parcels of gold were going into the Bank and there was no demand for the Contingent. The bullion market was steady.

The *Gazette* returns of the Bank for the week ending the 17th of June are very satisfactory, and, when compared with the previous return, give the following results:

Public deposits.	\$2,212,322 Increase.
Other deposits.	\$2,114,714
Gold.	\$1,944,200 Decrease.
Other securities.	\$2,207,492 Decrease.
Notes employed.	\$6,672,400 Increase.

The amount of notes in circulation is \$19,700,575, being a decrease of \$613,530, and the stock of bullion in both departments is \$13,109,377, showing an increase of \$391,384 when compared with the preceding return.

We give the comparative earnings of the Watertown and Rome Railroad for the month of May in 1853 and 1854:

1853.	1854.
From Freight.....	\$10,112 22
From Passengers.....	30,081 00
From other sources.....	804 73
Total.....	40,097 95

Showing an excess of \$13,126 67 this year over that of 1853.

The receipts of tolls on the Canals of this State for the fourth week in June were:

1854—Fourth week in June.....	\$10,768 36
-------------------------------	-------------

1853—Fourth week in June.....	10,626 99
-------------------------------	-----------

Increase in 1854.....

Showing an excess of \$1,141 37 this year over that of 1853.

sixty-one days—and for the same number of days from the commencement of navigation last year, are as follows:

1854—61 days.....	\$212,411 82
-------------------	--------------

1853—61 days.....	805,349 39
-------------------	------------

Increase in 1854.....

	\$19,031 93
--	-------------

The average receipt per day this year have been about \$15,000, in 1853 about \$13,000; being a daily increase of year of about \$2,000.

The Accessory Transit Company of Niagara have published a statement of their business for the last six months, showing net profits on the voyages of the Northern Light, Star of the West, Sierra Nevada, Cortes, Pacific, Pampero, Daniel Webster, Brother Jonathan and Prometheus, of \$24,134. The Northern Light on her ninth voyage made \$160,442 net profit. The expenditure for the Cortes, three new iron boats, and various other matters, were \$882,930 leaving a balance of \$441,134 for six months. The statement gives the annexed as an estimate of the property of the Company:

The property of the Accessory Transit Company was on the 1st of January, 1854, estimated, exclusive of the franchises, at.....

	\$26,305 35
--	-------------

Seven ocean steamers, in as good condition as on the 1st of January last, cost.....

	\$100,000
--	-----------

Four river steamers, four of them new, cost.....

	\$10,000
--	----------

Decks, landing, ways stations, sheds and machinery, &c., cost.....

	\$10,000
--	----------

Stores and supplies of food, and hardware, cost.....

	\$10,000
--	----------

Cash on hand in the Pacific and on the way there.....

	\$10,000
--	----------

Cost of general Mutual Insurance Company.....

	\$10,000
--	----------

Interest and dividends on stocks and bonds, cost.....

	\$10,000
--	----------

Total.....

	\$24,134
--	----------

The earnings of the Cleveland and Pittsburgh Railroad for June, 1854, were as follows:

From Passengers.....	\$20,116 53
----------------------	-------------

From Freight.....	1,000 00
-------------------	----------

From Mail and Express.....	1,481 00
----------------------------	----------

Total.....	\$21,597 53
------------	-------------

FOR JUNE 1853.

From Passengers.....	\$19,765 25
----------------------	-------------

From Freight, Mail, &c., &c.....	1,000 00
----------------------------------	----------

Increase.....	\$1,832 28
---------------	------------

THE MARKETS.....CAREFULLY REPORTED FOR THE TRIBUNE.

FRIDAY, June 7, 1854.

ASHES.—The market is without change, the demand fair, sales of

ASHES.—A fair demand for this to-day to-day, and prices are firm

FLUOR AND MAGNET.—Our market is again lower for Western and St. Lawrence, but mainly on the new growths there being put on the market. The market is still lower, and the demand is quite freely for export at the inside figures. The letters rates are now influenced and are now plenty. Considerable small amounts are sent to Europe, and the market is again lower for Western and St. Lawrence.

INDIA.—The market is again lower for Western and St. Lawrence.

INDIA COIN.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

INDIA COPPER.—The market is again lower for Western and St. Lawrence.

IND